

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

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Current News

Richard Belden presented the club with \$500 which was the net amount after all expenses from the Pattern aerobatic contest held in June. Richard stated that it was a very good turnout and all of the pilots really enjoyed flying at our field. The Pattern flyers expressed thanks for the use of our field.

The 4th of July meet was held at the field. R/C Country in Sacramento donated a portion of the raffle items for this event. It was a pretty good turnout with 25 pilots registered despite some chafed nerves. The club received \$298 after all expenses.

Some of you may have noticed that the web site was down last month. The service provider for our web site somehow shut down the servers and would not answer my calls. So I decided to transfer the web site to another, more reliable web host site. I also decided to pay for 5 years of hosting for the site. Plus this package will allow me to upload more pictures of events. Please, if you have any pics of any recent past events, put them on a CD and give them to me so I can put them on the web site.

The last meeting, there was a discussion about sanctioned aerobatic contests and the location of the pilots/spotters during the contest. In the past, both the pilot and the spotter were on the runway side of the fence. Upon research, I have found no

references to the use of pilots station during these contests as part of the general AMA rules. The only reference to pilot stations are for the use of pilots during flying of up to five. As far as locating safety borders/fences, etc. it appears to be a traditional thing to protect pilots from other pilots errant takeoffs or landing and not as part of any general safety rule. Upon research online for both pattern and scale aerobatic contests, it appears that there is no consciences when it comes to pilot barriers. It appears that many because of only one or two pilots fly at any one time and errant landings or takeoffs are not a very high risk. Plus many of these fields cannot adequately have pilots stay behind any field designated pilot stations due to large aircraft logistics, or the improper locations of the pilot stations for proper separations of the two flight "boxes" required for the contest. According to all literature for safety, the non flying people including spectators is of the most importance and the pilot is of secondary importance. I believe that is because, as part of a contest, the contestant is fully responsible for their safety when they are flying, plus they are to be fully insured with the AMA for any possible injuries, and the contest directory has sole and full discretion as it comes to safety. If a pilot or their aircraft is not fully airworthy, then the contest directory must ground that pilot immediately.

Note: If you wish to make any appropriate comments about any club related issues and submit for publishing, please email your comments to rcfu@rcflyersunlimited.com. Thanks, Steve.

PILOTS CORNER

Below is a statement by Rene Martin. He asked me to include this in this newsletter. Please be aware that the following comments are editorial in nature and do not necessary reflect the views of this newsletter nor the club membership.

About the Pattern Contest Controversy:

As usual these thoughts and ideas are mine and are of course disavowed by the leadership who usually Snicker at or disregard my ideas anyway.

The Controversy:

Apparently the pattern flyers drew a couple of **V's** on the runway so that their pilots stood on the points of the **V's** to control their aircrafts' maneuvers.

Unfortunately the points of the **V's** were outside of the safety lines, so obviously it was an unsafe practice for the unprotected flyers to stand beyond the safety fence.

Possible Solutions:

When the **V's** are chalked, the points of the **V's** could be behind the fence.

“OR”

They could prepare and use our safety cages; in that way the points of the **V's** could be anywhere.

In conclusion: the pattern flyers from the Gold Country contribute a sum of monies to our club and handle all the organization work themselves with out using our help. I have found the gold Country Flyers to be charming bunch of fellows who are always eager to help our flyers participate in the Pattern event. To me this event seems to be a real plus for our club.

Your correspondent from the back of the bus,

Rene'

P.S. Personally, I believe Jose did an absolutely marvelous job, on the new tables and leading us in a fun-filled 4th of July event. I also believe we

owe him a case of Corona for all his efforts.

TIPS FOR CLUBS

Club Corner

by Jim Wallen, AMA Insider Club Editor

Here we are again, with a cafeteria of ideas you may be able to use to make your club more enjoyable and productive. Pick and choose the ideas that make sense for your club and try them out.

Make a conscious effort to create a comfortable atmosphere at your club meetings. Coffee and snacks are a welcome addition before the meeting starts. Chatting is always facilitated by a good supply of drinks and donuts dripping with those dreaded calories!

It's amazing how many times I hear about club meetings where the audience can not hear! After all, we are generally a group of older folks I am sorry to say. Encourage speakers to "speak up" or invest in a simple PA system if you can. Encourage visitors and make them feel welcome. Ask them how they learned about the club and invite them to visit the flying field and get a free ride on a buddy box.

Take some "straw votes" at the meeting on potential issues with the club to make them feel included in the decision making processes. By the way, having a swap table is always a hit. Ideas go on and on.

Have you noticed that your club membership roles have been showing a decline? People drop out of clubs for multitudes of reasons. Some move away, health issues become a problem, or perhaps members just lose interest. You will find that the more dynamic clubs in AMA are aggressively taking on this issue. You will always be losing members but you need to be proactive in finding new ones to take their place.

Become visible to the public by participating in community events. Ask your club members to bring a friend to the meeting or flying field. Put out

some flyers at your local hobby store. Visit some schools and put on a simple flying exhibition or air show. Put on a mall show to show the public what we are all about. Take the time to think about what approach is best for your club and then go make it work!

Have you ever wondered what was going on with some of the other clubs in your area? Perhaps you were looking for a schedule of events from one of them. Maybe you heard a rumor about some issues they were having and wondered if it was true. You might have been looking for a fresh perspective on the proposed regulations that FAA was putting forth.

Back in 1979, a small group of proactive modelers

in the Denver area, Travis McGinnis, Jim Shaw, Judy Gerkin, Nat Lancaster, and Jim Roucis, rounded up representatives from the other area clubs and talked about issues they had in common. First and foremost on their agenda was to discuss potential flying sites. Some things never change!

The Denver Metro Area Council is still active today and conducts a meeting twice each year. The last breakfast meeting attracted 20 representatives from 15 clubs in the Denver area. Maybe a get-together of some local clubs in your area could have some benefit. You would be surprised at how much our clubs have in common, not to mention the opportunity to chat and tell our "war stories."

Cash Flow Report

Income			Expenses	
Club Dues (including initiation fees, field assessment fees, and Donations)	\$0.00		Port-o-potty service	\$445.00
Raffel Income (included in above)			Newsletter	\$132.00
Pattern event	\$500.00		Field Ex-	\$104.87
July 4 event	\$298.00		Web Site	\$249.48
			Shirts for	\$552.49
			Raffle for	\$670.82
			Bank Charge	\$14.00
Totals	\$798.00			\$2,168.66

Last Month's Total	\$4,345.80
Income	\$798.00
Expenses	(\$2,168.66)
Balance	\$2,975.14

**The August Club meeting is scheduled for:
Wednesday, August 12, 2009 at 6:30 pm
at the Police Station at 10th and G sts.**